

Master Plan Alternatives Open House

Mount Vernon Waterfront and Downtown Flood Control and Master Plan

October 17, 2007 LaVenture Middle School, Mount Vernon, WA



Ernst & Associates











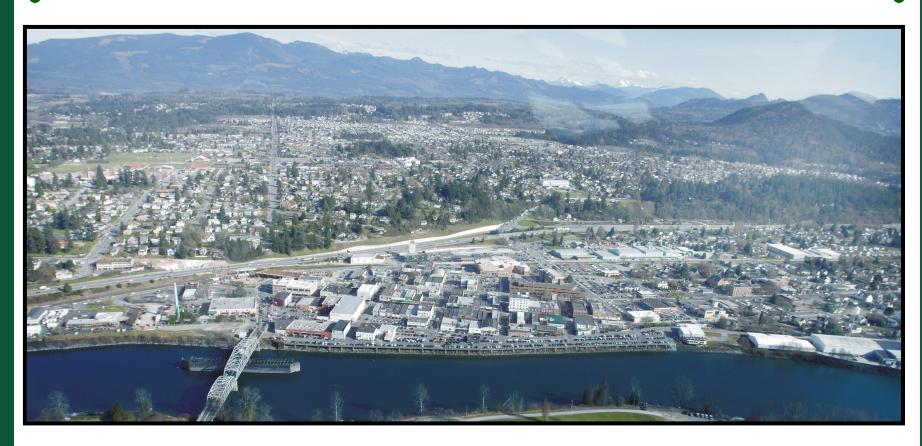
Overview

- Project Background
- Project Overview
- Phase I: Preliminary Master Plan
- Phase II: Flood Control EIS
- Phase III: Final Master Plan
- Phase III: Economics
- Phase III: Traffic & Parking
- Next Steps





Project Background



Aerial view of Downtown Mount Vernon





Project Background



Sandbag floodwall looking north, November 2006

Sandbag floodwall looking southeast towards Pine Street







Background

Issues:

- Annual flood events that threaten the downtown area
- River is not treated as a valuable amenity rather existing downtown development faces away from the river
- Underutilized waterfront property
- Revised FEMA base flood elevation maps will further restrict redevelopment and new development
- Declining investment in the downtown due to unresolved flood issues and inadequate infrastructure





Project Background



View of existing revetment parking from West Bank

View looking north on Main Street







BACKGROUND

Needs:

- Permanent certified flood protection
- Centrally located multi-level parking structure to accommodate displaced parking along the waterfront, additional parking needs for the Skagit Station, County employee parking and parking to support new development
- A master plan that illustrates and describes the community's vision for downtown
- Development guidelines and design principles that embrace the historic character of the downtown
- Enhanced and inviting public access along the river and central open space areas for public use and activities





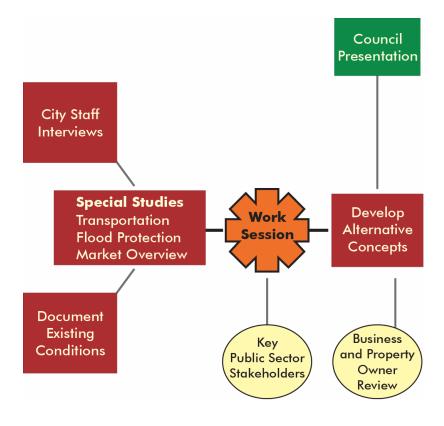
Project Overview

- Public Involvement Process Overview
- Stakeholder Involvement Overview
- Phase I: Preliminary Master Plan
 - August 2005 through March 2006
- Phase II: Flood Control EIS
 - April 2006 through July 2007
- Phase III: Final Master Plan
 - May 2007 through May 2008





Phase I: Preliminary Master Plan

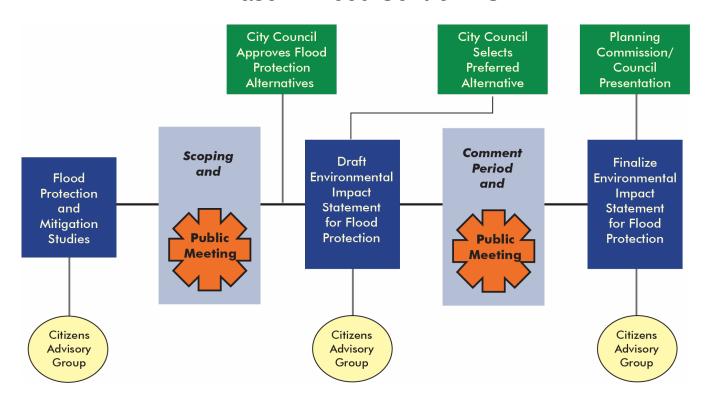


August 2005 – March 2006





Phase II: Flood Control EIS

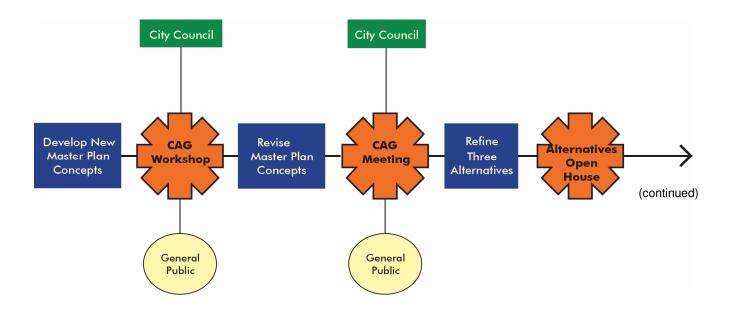


April 2006 - July 2007





Phase III: Final Master Plan

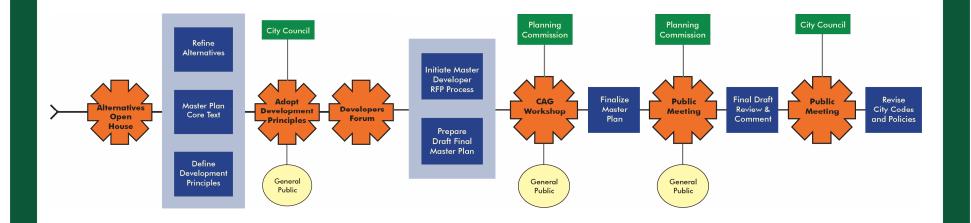


May - October 2007





Phase III: Final Master Plan (continued)



October 2007 - May 2008





Public Meetings

- City Council Presentations
 - Phase I: 8/3/05, 2/22/06, 3/29/06
 - Phase II: 2/21/07
 - Phase III: 6/13/07, 8/15/07
- Public Meetings, Workshops & Open Houses
 - Phase I: 1/4-5/06 Two-Day Workshop
 - Phase II: 7/11/06 Scoping Meeting
 2/21/07 Public Hearing
 - Phase III: 10/17/07 Alternatives Open House





Citizen Advisory Committee

- Membership
 - Local business and property owners
 - Local organizations (Farmers Market, Lincoln Theatre)
- 6 meetings since project initiation
 - Phase I: 1/4-5/06
 - Phase II: 6/29/06, 10/9/06, 1/3/07
 - Phase III: 5/29/07, 8/14/07



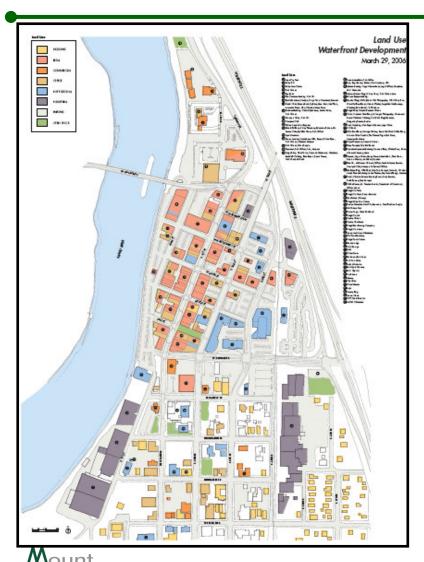
Agency & Stakeholder Meetings

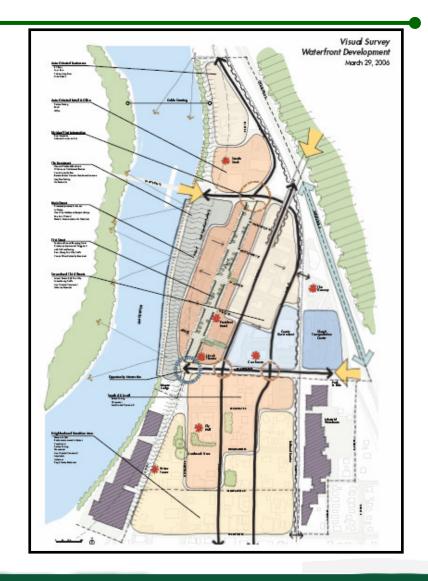
- Phase II: Flood Control EIS Process
- State and Federal Agencies
 - FEMA
 - Corps of Engineers
 - Department of Ecology
 - Department of Fish & Wildlife
- Local Stakeholders
 - Dike Districts 1, 3, and 17
 - Tribes





Phase I: Preliminary Master Plan





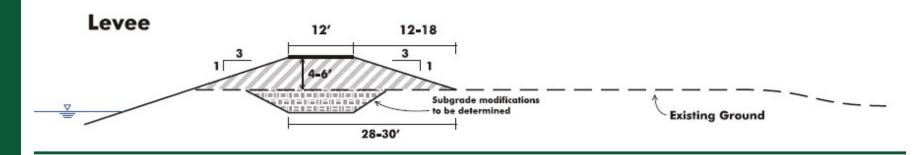


Downtown and Waterfront Master Plan

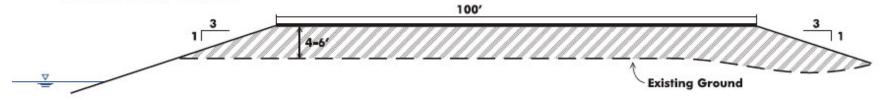
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Phase I: Preliminary Master Plan



Structural Berm



Flood Wall

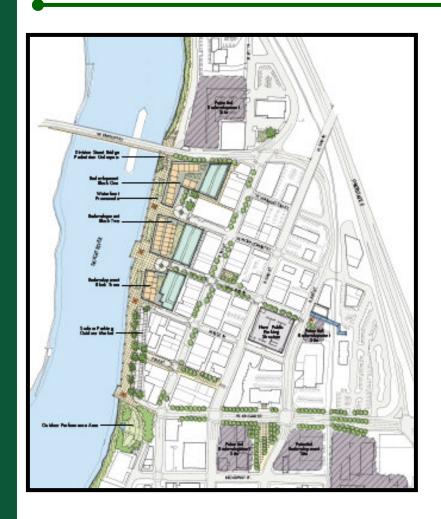




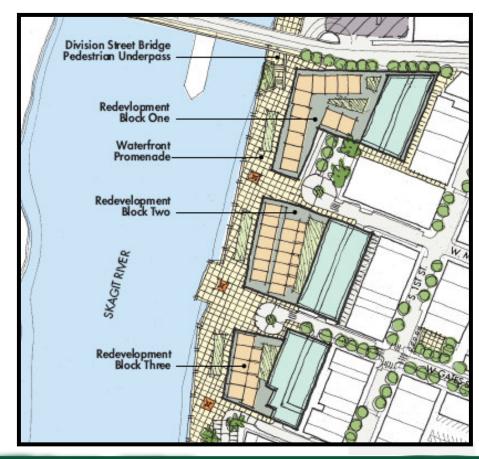
Initial Flood Control Concepts



Phase I: Preliminary Master Plan



Typical Preliminary Master Plan Concepts



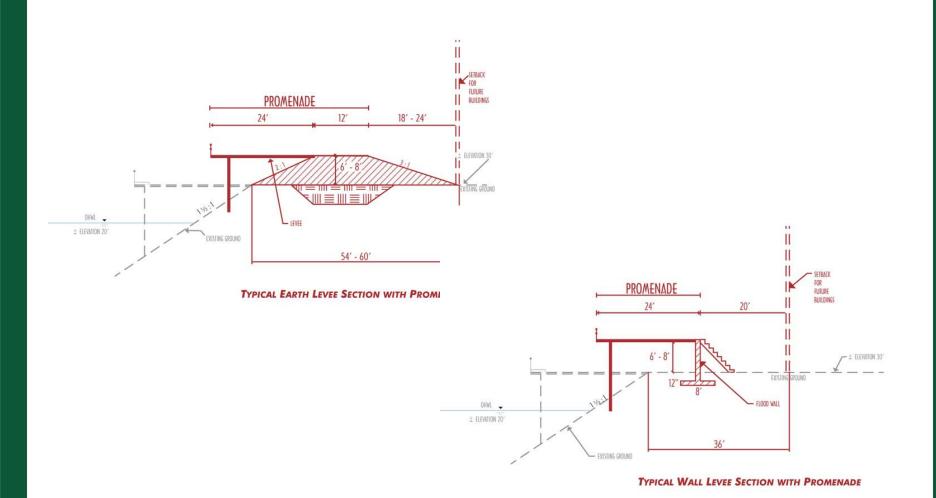




- Height set to worst-case scenario (USACE hydrology)
- Remove downtown from 100 year flood plain on FEMA flood maps
- Levee alternative
- Flood wall alternative
- Preferred alternative is combination
- No loss of parking at any point



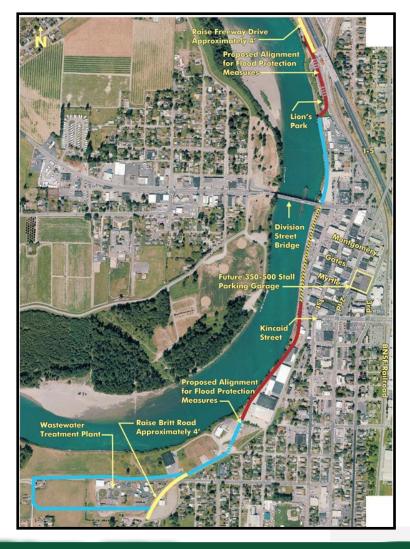








Preferred Alternative





Downtown and Waterfront Master Plan

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- Multiple stakeholder meetings (USACE, FEMA, DOE, DFW, Tribes, Dike Districts)
- Identified and addressed agency concerns through individual meetings
- No impacts identified in the EIS
- No opposition, concerns, or comments at end of process
- Support from agencies





Common Attributes

- Flood protection for downtown, utilizing a levee and/or floodwall
- New public parking to replace parking displaced by flood control
- A promenade and open space along the river, connected to a multi-purpose trail
- A public dock, public restrooms, and space for a farmers market and outdoor performances





Common Attributes (continued)

- Redevelopment of some property acquired for flood control
- Anticipated redevelopment of underdeveloped private properties over time
- More density downtown
- More housing downtown
- Mixture of land uses downtown



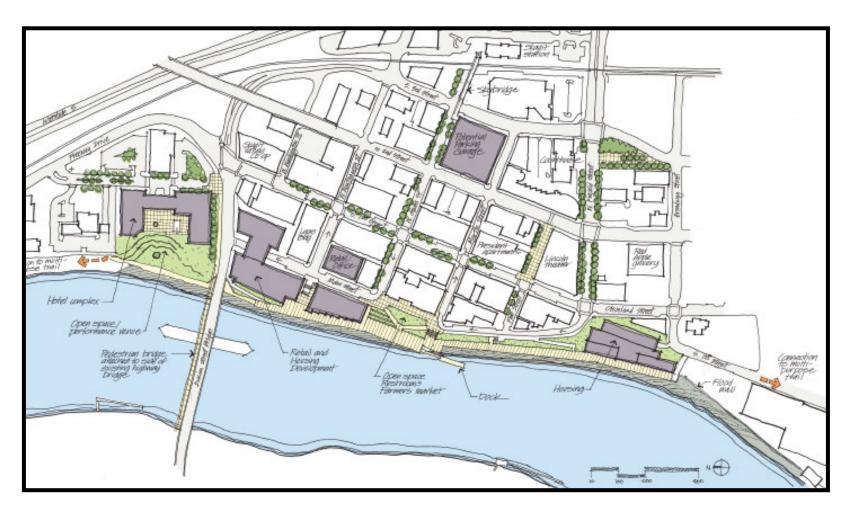


Common Attributes (continued)

- An improved environment for pedestrians downtown
- An improved connection between Skagit Station and downtown
- An improved walkway on the Division Street bridge
- Design guidelines to retain the existing historic character of downtown



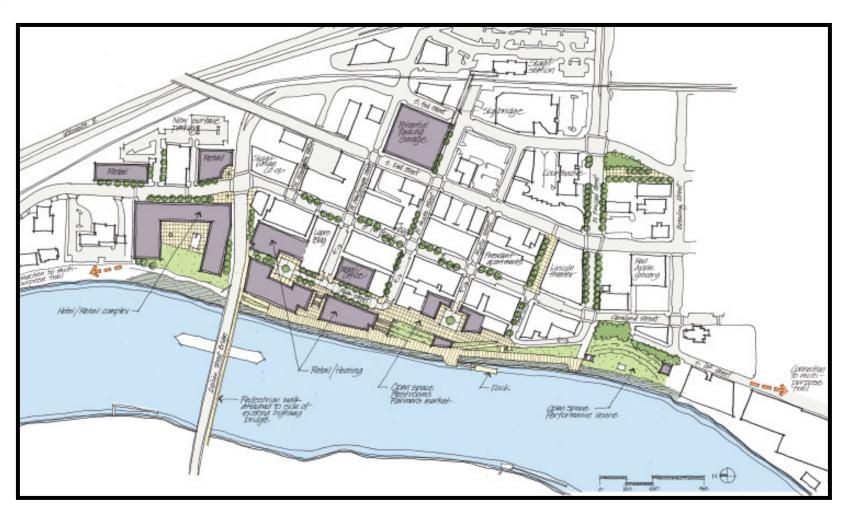






Alternative #1

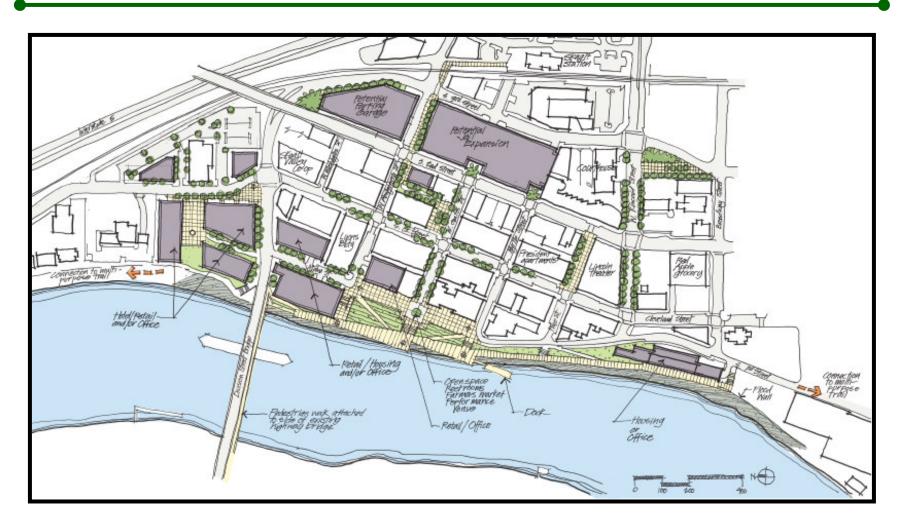






Alternative #2

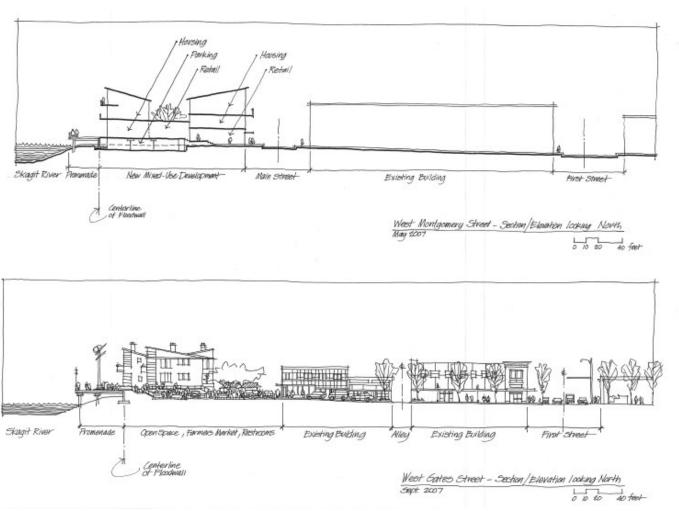






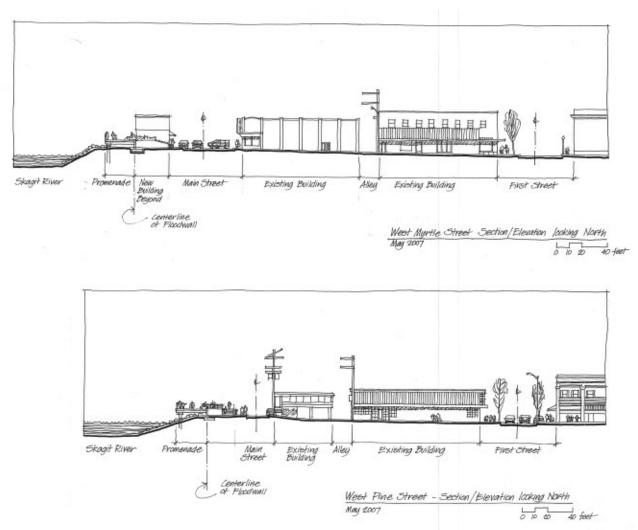
Alternative #3





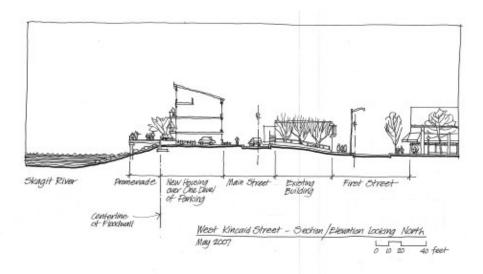


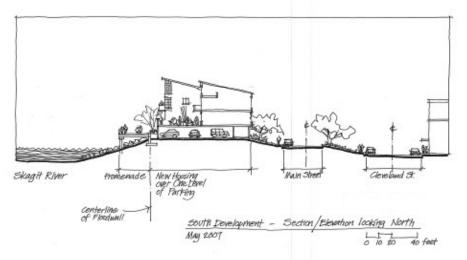
















Summary of Market Opportunities

- Residential provides best opportunity as initial catalyst. Largest potential market segment is condominiums and apartments for empty nesters.
- Retail development will accompany residential development, supported by Downtown resident purchases and spending by visitors attracted to an active and desirable setting.
- Downtown will continue to serve as office center for Skagit County, with opportunity for new signature office building.
- New lodging development will serve commercial travelers and tourist/visitors on highway sites or as part of mixed use development on the river.





Summary of Potential Demand

	Next 10 years	Subsequent 10 years
Retail	125,000 SF	155,000 SF
Office	55,000 SF	65,000 SF
Residential	200 units	250 units
Lodging	100 rooms	100 rooms





Economic Comparison of Alternatives

	Alt 1		Alt 2		Alt 3	
	Total Dev.	WF Dev.	Total Dev.	WF Dev.	Total Dev.	WF Dev.
Residential (units)	134	134	80	80	88	88
Retail (sq. ft.)	31,000	31,000	58,500	34,500	35,950	17,450
Office (sq. ft.)	11,700	11,700	45,300	21,300	32,500	14,000
Lodging (rooms)	120	120	120	120	120	120

- Alternative 1 provides for most housing units and least commercial.
- Alternative 2 provides the most commercial and fewest housing units.
- Alternative 1 provides most development along the promenade.
- Alternative 3 provides the least development along the promenade.





Keys to Feasibility of Private Development

- High amenity setting to maximize revenue potential of residential, office, and restaurant development.
- Highly visible locations on pedestrian and traffic routes for retail development.
- Site conditions without extraordinary cost requirements.
- Sufficient density to allow construction efficiencies.
- Regulatory environment with timeliness and certainty.
- City investment in infrastructure (Parking, Flood Control, & Streetscape)





Impact of Downtown Development

	Current	2018 (Proj.)	2028 (Proj.)
Private Employment	1,324	1,869	2,515
Annual City Property Taxes	\$277,700	\$630,400	\$913,200
Annual City Sales Taxes	\$161,400	\$347,500	\$549,300

- Additional private employment reflects growth in economic activity.
- Additional tax base provides funds for public improvements.





Alternatives Trip Generation

	Daily Trips	PM Peak Hour Trips
Alternative 1	3,366	262
Alternative 2	4,525	346
Alternative 3	3,532	281





Variability in Trip Generation for Site E

Land Use	Variable	Daily Trips	PM Peak Hour Trips
Hotel	110 Rooms	899	65
Condo	50 Units	357	35
Office	58,300 Square Feet	642	87







Alternatives Comparison Matrix

	Alternative 1	Alternative 2	Alternative 3	
Division/1st Street	Retain existing channelization	Reconfigure N 1st St, close Freeway Dr	Reconfigure N 1st St, maintain Freeway Dr	
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Pedestrian Movement	Longest crosswalks across Freeway Dr, Division, and 1st	Shortest crosswalks	Longer crosswalks across Division and 1st	
Level of Service (LOS)	No diverted volumes	No diverted volumes	Westbound-right volumes diverted to Freeway Dr	
Redevelopment Opportunities	Limited by Freeway Dr	Unrestricted	Limited by Freeway Dr	





Alternatives Comparison Matrix (continued)

East/West Streets	Alternative 1	Alternative 2	Alternative 3
Traffic Flow	Least two-ways	Most two-ways	Few two-ways
Business Access	Reduced by one-ways	Not reduced	Reduced by one-ways
On-Street Parking	Most potential for adding on-street parking	Least potential for adding on-street parking	Moderate potential for adding on-street parking
Pedestrian Movement	Most potential for improving non-motorized facilities	Least potential for improving non-motorized facilities	Moderate potential for improving non-motorized facilities





Next Steps

- Refine Alternatives
- Draft Development Regulations & Design Guidelines
- Adopt Development Principles
- Initiate RFP process for Master Developers
- Finalize & Adopt Master Plan
- Implement Master Plan in City Code

